



## ***Study Team***

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## **PUBLIC INFORMATION MEETING # 2**

### **US 8, WIS 35 (N) – US 53 Polk and Barron Counties**

February 20, 2003 - 5 to 9 P.M.  
Turtle Lake School District Commons Area

**Welcome!** This is the second public information meeting for the 40-mile US 8 corridor planning study from WIS 35 (N) to US 53. Your attendance and comments are an important part of the planning process for the US 8 EIS. We are interested in your comments, questions, and concerns.

Please sign in on the meeting register if you have not already done so.

This meeting is an “open house” format, meaning you can – at your leisure – learn about the study, view the alternatives that were developed to address transportation needs, and discuss questions or concerns with WisDOT and study team members. We will give a brief, formal presentation at 6:30 P.M.

#### **Exhibits at this meeting include:**

- Aerial Maps showing corridor alternatives
- Handout packets (descriptions and comment sheets) for specific locations
- Study Schedules
  - Overview of EIS development schedule
  - Detailed task schedule
- Traffic Map (showing present and projected future average daily traffic)
- Crash Data
- Estimated impacts for each alternative

See page 2 for handout information, how to have your comments heard and get questions answered after the meeting.

See page 3 for definitions of common terms used in the handouts.

**For your use during the meeting:**

Individual handout packets have been prepared for:

- **Range Alternatives**
- **Turtle Lake Bypass Alternatives**
- **Poskin Alternatives**
- **Barron Bypass Alternatives**
- **Mainline Corridor Alternatives**

The Mainline Corridor Alternatives handout covers the 40-mile project corridor with the exception of the segments at Range, Turtle Lake, Poskin, and Barron.

Each handout packet will include descriptions of alternatives, maps, and a Comment Sheet at the back of the packet.

Please feel free to take any or all of the five handout packets. Please take time to provide your comments. Comment sheets may be returned to any of the team members before you leave the meeting or mailed (by March 15) to:

Strand Associates, Inc.  
Attn: Rebecca Yao  
910 W Wingra Drive  
Madison, WI 53715

**Have Questions after the Meeting?**

The study team wants to be sure that all citizen concerns and questions are heard, considered, and responded to in a timely manner. WisDOT project manager, Dena Grumdahl, and study team project manager, Joan Petersen, are available by phone or e-mail to answer questions after the public meeting (see top of page 1).

If your questions or concerns would be better answered in a face-to-face meeting, the Strand/SEH/EMCS consultant team for the US 8 corridor study will provide a local contact. You may contact:

Mark Kohler  
SEH  
1701 W Knapp St. Suite B  
Rice Lake, WI  
(715) 236-4000

Mark will be available to meet with individuals on an as-needed basis. Mark will have the corridor and bypass maps used at the public meeting.

Smaller versions of the aerial maps shown at tonight's meeting will be available for viewing at the offices of respective local governments (towns, Village of Turtle Lake, and City of Barron).

**What happens with the US 8 EIS study after this meeting?**

During the spring and summer of 2003, the alternatives for mainline and bypasses will be refined based on the comments we hear tonight and those transmitted later. Coordination with local governments, and federal and state agencies will continue and the impacts of the various alternatives will be measured.

The Draft Environmental Impact Statement (DEIS) document will be published in spring of 2004. Following a period when the DEIS is available for public review, a public hearing will be held mid-summer 2004.

Once all the comments regarding the DEIS have been properly addressed, the final version will be prepared. The Final EIS should be completed by December 2004.

Below is a list of terms that you may come across in the information packets. We have defined these terms to help everyone better understand the alternative descriptions.

### **Definitions**

At-grade intersection: The crossing of two roadways at the same elevation with access to and from both roads. Stop controls are on one or both of the roadways.

Cul de sac: A local street with no outlet at one end that provides a circular area for vehicles to turn around.

Grade-separated crossing: Two roadways separated with an overpass or an underpass and no access from one road to the other.

Interchange: A grade-separated crossing with access from one roadway to the other by way of on- and off-ramps.

Expressway: A high-speed (55 mph) roadway with two driving lanes in each direction separated by a grassed median and designed for large volumes of traffic. The number of driveways and at-grade intersections with access onto an expressway are limited where possible to reduce conflicts.

Freeway: A high-speed (55-65 mph) roadway with two driving lanes in each direction separated by a grassed median and designed for large volumes of traffic. No access allowed except at interchanges.

Urban divided roadway: A lower speed urban roadway with two through lanes in each direction separated by a curbed median, with turn lanes and median openings at major intersections providing cross access.

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### **Do We Have Your Address for Future Newsletters?**

If you have not received a US 8 Newsletter, you may not be on our mailing list. Please fill out your name and address, detach, and place in the Comment Box with your comment sheets if you would like to be on our mailing list.

**NAME:**

**ADDRESS:**